

## SR 161 Eatonville Work Group D Notes

4/22/03

“What do you like about the route?”

Less congestion than South Hill area  
Scenic – NW Trek & Clear Lake area

Good maintenance

“What are the problems you see on the route?”

### Safety

1. More signage – speed limit too high, reduce to 40 MPH.
2. Intersection of SR 7/161 – difficult to see oncoming cars.
3. No shoulders west of town (Eatonville) for bicyclists
4. HAC area is dangerous for bicyclists
5. More pedestrian friendly in urban area
6. Pedestrian bridge for school children
7. No shoulders -- no place to pull off.
8. No real stop light in Eatonville.
9. Pedestrians can't cross SR 161 safely (school).
10. HAC and HALs
11. Bicycles are a hazard to drivers.
12. Corner at Webster Road has a sight distance problem.
13. Muck Creek crossing is icy in winter.
14. No shoulders at Kapowsin Highway, trucks cause safety problem
15. Turning traffic into church at 299<sup>th</sup> Street is a problem.
16. New development in vicinity of 260<sup>th</sup> Street will need access – dangerous location.
17. Dangerous left turns at the lane merger (end of climbing lane)
18. In the future, safety and congestion will be a problem on the Graham Hill, especially for residents.
19. Pedestrian traffic is a problem at the school crossing in Eatonville.
20. Ohop Valley Road has sight distance problems for turning traffic.
21. Three fatalities in one year on the corner just south of Ski Park Road.
22. Left turns into Oroville Road are dangerous in summer due to recreational traffic – preview sign would help.
23. Dangerous left turns into housing development at 418<sup>th</sup> Street Court.
24. Blind curve at Ohop Valley Road.
25. Curve just north of Ohop Valley Road has a sight problem caused by the berm and trees.
26. Narrow shoulders are a problem between Trek Drive and the Eatonville Cutoff Road.
27. Pedestrian traffic, kids, and motorbikes are a hazard at Clear Lake.
28. 352<sup>nd</sup> Street is a very dark corner, lots of deer at the top of the hill and sight distance problems for turning traffic.

### Congestion:

1. Peak season weekends – 300 cars back up.
2. Congestion caused by children crossing the street to go to school.

3. Gravel trucks from Eatonville pit.
4. Just 2 lanes.
5. Congestion from turning traffic.
6. Can't get out of my driveway.
7. Too much traffic – always the busy season.
8. 40 to 50 garbage trucks turn into the landfill per day.
9. Heading to landfill truck traffic is a problem -- speed and volume.
10. Too much traffic at Kapowsin Highway.

#### Route

1. Jensen Road not signed southbound.
2. No alternative route to Puyallup.
3. No alternative route through Eatonville that has a signal.

#### Transit / Alternate Modes

1. No public transit.
2. Rail connection from park.

#### Solution Suggestions

1. On the Graham Hill you need 2 lanes up and 2 lanes down with a left turn lane for the entire length.
2. Need at least 3 lanes all the way to Eatonville, but prefer a 5-lane configuration.
3. Need a real signal at Center Street and SR 161 instead of flashing amber.
4. Need a flashing signal at Lynch Creek Road in Eatonville where the speed drops to 25 MPH just north of town.
5. Need a signal at Carter Street in Eatonville.
6. Need Bike Route on Oroville Road and on SR 161 into Eatonville.
7. Need turn lanes and climbing lane on the curve at Ohop Valley Road.
8. Eatonville Cutoff Road needs a blinking yellow light and better signage.
9. Need a pull-off for photos and off-road vehicles at Clear Lake.

#### Priorities

“What is the most important thing to preserve on the route?”

- No selection

“What are the three most important issues on the route?”

- Congestion – in Eatonville and at Kapowsin Highway and the landfill.
- Lack of public transportation
- Turn lanes and shoulders
- Safe pedestrian crossings in the city (Eatonville), especially at Lynch Road, Center Street and Carter Street.